

# Hi-Q

## Journal of the Lakehead Amateur Radio Club

Meetings 2nd Thursday of every month - rm. 245 McIntyre Bldg. Confederation College - 7:30 P.M.

### Sparks Aboard the S.s. Bayton

Continued from last month

#### ...VE3AYZ sets sail again

Now for my service on the S.S. Bayton. She was a bulk freight steamer, then owned by Scott Misener organization. Launched in 1921, her dimensions were 426 x 25 x 28 feet. At the time I boarded her, the radio equipment consisted of a Marconi rotary gap. 1/2 Kilowatt transmitter and a 2846A modified 4 valve (tube) receiver and a Marconi D.F. (direction finder) on the bridge. The wireless shack was aft with a telephone line to the bridge. My bunk occupied space across from the radio gear.

I travelled to Buffalo by train and had a taxi deliver me to where the ship was berthed. I met the Captain part way up the gang plank and was surprised when he carried my bag to the radio room and welcomed me aboard. After cleaning the radio room, and looking a bit dirty and ragged I proceeded to the Officers' table for supper. What a splendid meal. The two cooks were a man and wife and we all ate rather well. The First Mate cautioned me to wear my jacket the next time I ate at the Captain's Table.

Next to the radio room was the ship's galley and there was always hot coffee, pie, buns, etc. for the changing watches to have a bite to eat. The galley was so handy to me that frequently, specially at night, I went in and helped myself to hot drinks and food.

On my first trip through the locks the First Mate handed me some papers to deliver to the "Admiral" at the lock office, as he put it. As the ship was moving I was slung out by a boom, sitting in a bosun's chair. I presented the papers to the U.S. Coast Guard Petty Officer. He was not an admiral. Then I raced along the lock and was slung aboard. This episode, I believe, was a bet by the Mates to see if I would comply. My opinion was it was not a wireless operator's job, and I was never ordered to do the same again.

The worst storm I encountered was an ever

increasing gale that occurred when the Bayton left Cleveland, Ohio. Waves were breaking over the breakwater. Out on Lake Erie spray was going over our bridge, so a ladder was lashed behind the pilot house and life lines rigged on deck. When those large waves hit the ship, I could feel the whole ship shudder. It was a night to remember. That night we arrived opposite the Detroit River where the lights of several anchored ships were observed. We also anchored. Our Skipper asked me to

find out why the ships were anchored. I called the nearest Coast station and reported to Captain Glass that due to the storm the Detroit River level was too low and gave him the present depth. Later, the next day we were able to proceed up the Detroit River. That night on Lake Erie, the Sand Merchant, Captain Graham Maclellan, after battling the storm suddenly overturned and plunged to the bottom. From the crew of 26, 18 men and 1 woman lost their lives.

My last trip on the Bayton was to Port Arthur and then the ship was to winter at Milwaukee, Michigan. Near Port Arthur, the Baytons' Mates were watching a distant unknown ship well east of Port Arthur and not moving, through glasses. They were wondering what the ship was doing there. We proceeded into port and I found the agents for the Whalen wanted me to join her as they had a tow job for a disabled ship to Duluth. This was the Stelnbenner, the unknown ship the mates had sighted previously. Later, I found out her engines had broken down. The ship Emperor had come into Port Arthur ahead of the Bayton and was badly iced up from bow to stern due to heavy weather and had lost a man overboard, and the Emperor was to winter at Port Arthur. Thinking the situation over, I contacted the Marconi office and suggested that the Emperor's radio officer take my place on the Bayton, and I would board the Whalen for the tow to Duluth. This was agreed by all. The Whalen anchored its tow outside the Thunder Bay harbour, came in to pick me up, and began to tow the Steinbenner to Duluth. It was very late in the fall

and all lighthouses had been decommissioned for the winter. However, the weather was perfect all the way to Duluth. I took photos of us towing the Stelnbenner and of our Captain Morrison. With my film I went up to the Duluth newspaper office, and the thought of being paid for my photos left a gleam in my eye. The newspaper chap said they would develop the film, and to come back in two hours. This I did and saw my photos and a write up about the tow on the front page of the newspaper. I enquired how much cash they would give me for the photos – "nothing", but they would give me a dozen newspapers. What a green fellow I was!

Directly under the Skipper's photo was another article with a large print heading "WANTED FOR MURDER". I took the newspapers back to our ship and gave most to the crew. They seemed to enjoy most the picture of our Captain – Wanted for Murder!

We had an uneventful trip back to the Head of the Great Lakes, and I said goodbye to the Great Lakes.

Today's ships with Automatic D.F., Loran, Radar, depth sounders, VHF Radio, weather maps transmitted by radio, and other technological advances of which I do not know, have made it much safer to sail the Great lakes.

Les Harris ... VE3AYZ

## Some notes from the February LARC Meeting ...

At the last meeting we discussed club jackets, and some manufacturers are going to be researched for prices.

March 7th is the date for the Sibley Ski Tour, and volunteers are needed once again. Contact Skip VE3BBS if you can help out. It's also the date for our annual dinner meeting (advertised elsewhere in this issue).

A video production was also discussed and a planning committee was formed to get things underway.

Bill VE3AJ promoted the Shack Visit idea to promote more input for Hi-Q.

Our activities in the 1-500 Snowmobile race were reshaped.

A battery was purchased for YQT for backup power and the phone line is scheduled for this spring.

TBR function sheets, courtesy of VE3JAU were handed out.

The 50/50 draw wasn't held in order to build up the funds.

73 Ryan VE3TEI

## For Sale

**Kenwood TS-250SE**, analog readout, includes **MC-50** mike - \$475.00 de VE3GWT Gary.

## PHL'S DICTIONARY

**Absolute Zero** - Lowest point on the scale of absolute temperature. Point at which all molecular activity ceases. Absolute zero is defined as -273.2 C, or 459.7 F or 0 K.

**B+ (B plus or B positive)** - Positive terminal of a battery or the positive polarity of sources of anode voltage. Terminal to which the positive side of the anode voltage source should be connected.

**Anode Voltage** - the potential difference existing between the anode and the cathode.

**Anode Supply** - Also called plate supply. Direct voltage source used in electron tube circuit to place the anode at a high positive potential with respect to the cathode.

**Biconical Antenna** - Antenna which is formed by two conical conductors, having a common axis and vertex, and excited at the vertex. When the vertex angle is 180 degrees, the antenna is called a discone.

**H.A.A.T.** - Height Above Average Terrain, a term used mainly in connection with repeater antennas in determining coverage area.

**Bistable Multivibrators (flip-flop)** - A circuit having two stable states; it will stay in either one indefinitely until triggered, after which it immediately switches to the other state. PS my rain gauge operates on this principal.

73 John VE3PHL

## We Welcome...

In February we saw three more students achieve their basic qualifications. Congratulations to:

Nevelle Denetto ..... VE3NDZ

Matthew Little ..... VE3XMR and

Jim O'Brien ..... VE3UA.

Don't stop now. Go for up-grade.

## For Sale:

**Kenwood station monitor.** Frank. VE3OTZ is open to offers.

## Class Report

The LARC licencing classes are still going well. We have completed most of the theory, just having finished propagation and introducing antennas. This week (Feb. 27) Mike VE3ZG will go over regulations. Regulations account for about 25% of the exam but, fortunately, they are fairly simple and straight forward. The best way to study "regs" is to read the RIC-25 over about 10 times, after Mike has explained the intent of the laws. On March 5, (hopefully) Bill Unger VE3EFC will visit us and explain antenna theory in his own graphic way. The rest of the classes in March will be taken up with some review and odds and ends. How about some questions!

Although classes may be coming to an end, I would like to continue via this column. Perhaps something like a beginners column.

For those of you that are ready to write the exam, you can contact me at classes, or call me (622-1216) to set up a time and place. Of course you can also write at the D.O.C. office, or contact Dave Kimpton VE3AVS, who is also an examiner at Sir Winston Churchill High School.

If you're not quite ready yet, and need some help, or a question answered, call me and we'll do our best to assist you.

73 till next time Ed VE3SNW

## Ed Sez

I'm sorry I missed the last club meeting (although I did make the "real" meeting). Hi-Q was discussed and the desire to see more homegrown articles was expressed. I heartily agree. Hi-Q is infinitely more interesting when it's about us. As individuals we're about as interesting a group as they come. We have members from virtually every walk of life and with greatly varied hobbies and interests. Everything from flying model aircraft to cliff climbing. The one thing that ties us together is the desire to communicate, especially via radio. Unfortunately, most of us hide our abilities, some sort of group inferiority complex I

suppose. This is sad because our readers would much rather read about you than my rambling. Please put your pen to paper and make Hi-Q truly representative of our fine organization. PS See you at dinner March 7th, the social event of the year!

73 Ed VE3SNW

## World's Toughest Amateurs

February 4th turned out to be a beautiful day for the 1-500 snowmachine race (World's Toughest Snowmachine Race). This year, the race was run in reverse, from Minneapolis to Thunder Bay, ending at the Old Fort. Packet, HF, and VHF were all used to relay information from the US side, the Canadian checkpoints and fuel stops to Old Fort William. Many thanks to all the intrepid volunteers that turned out and proved themselves again to be the World's Toughest Amateurs!

## Club Directors:

Mark Vukovitch VE3VUK	..... Pres.
Steve Robb VE3KRH	..... Vice Pres.
Ryan Jensen VE3TEI	..... Sec.
Skip Wright VE3BBS	..... Tres.
Dave McClenaghan VE3DOM	..... Dir.
Glen Wallace VE31CY	..... Dir.
Len Catillo VE31LV	..... Dir.
Norm Bell VE3XRC	..... Dir.

### Tech Support:

Laurie VE3BCD

Glenn VE3JAU

Lindo VE3NHX

### Hi-Q

Ed Baumann VE3SNW

Jim O'Brien VE3UA

# **L. A. R. C. Annual Dinner Meeting**

**Will be held at Casey's Upstairs  
(450 Memorial Avenue)**

**07 March 1992**

**Cocktails - 7:00 P.M. Dinner - 7:30 P.M.**

**Guest Speaker, Mr. Bruce Binnie VE3GHB**

## **MENU**

**Selections are from Casey's number 3 buffet.**

**Relish Tray, Cheese Tray,**

**Bread and Buns with Butter.**

**Tossed Salad,**

**Potato Salad, or**

**Coleslaw.**

**Whipped Potatoes**

**Lasagna, Beef and Greens, Swedish Meatballs,  
Honey Garlic Pork Ribs, or**

**Oven Roast Chicken.**

**English Trifle.**

**\$25.00  
Per person**

**Tickets available, starting at the  
breakfast, Saturday 29 February at  
The Blue Parrot; or you may contact  
Skip, VE3BBS at 767-2307.**